

Revised Record of Decision

of the
Environmental Impact Statement

Mountain View Corridor Project in
Salt Lake and Utah Counties

by Utah Department of Transportation



UDOT Project No SP-067(3)0

January 9, 2020

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1.0 Decision

The original Record of Decision (ROD) for the Mountain View Corridor (MVC) Project was signed on November 17, 2008. The overall Selected Alternative in the 2008 ROD included both a roadway alternative (the 5800 West Freeway Alternative) and a transit alternative (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Since the original ROD was issued, this overall Selected Alternative has been refined and is referred to as the Refined Selected Alternative.

The 2008 ROD committed to a phased implementation approach for Selected Alternative. The roadway component and the transit component of the Selected Alternative each consisted of three phases. Under the phased implementation approach as defined in the 2008 ROD, UDOT committed that it would not proceed with Phase 2 of the roadway component (except in a few defined areas) until Phase 1 of the transit component was complete and in revenue operation.

This Revised ROD documents the Utah Department of Transportation's (UDOT) decision to approve the Refined Selected Alternative as the selected alternative for the MVC Project located in Salt Lake and Utah Counties, Utah. This Revised ROD approves the Refined Selected Alternative as described in the Environmental Impact Statement (EIS) Re-evaluation signed by UDOT on August 26, 2019. This ROD revises Phase 1 of the transit component of the Selected Alternative (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) as described in the 2008 ROD (see Figure 1).

As described in 2008 ROD, the Phase 1 transit system would have involved implementing a Bus Rapid Transit (BRT) on a five-mile section of 5600 West. In Phase 2, the BRT system would have been extended to a longer section of 5600 West, and in Phase 3, it would have been converted to light rail transit (LRT) in that corridor. The plan for BRT and ultimately LRT service along 5600 West was based on the assumption that local governments would implement transit-oriented land use along that corridor in accordance with the Growth Choices Vision, a planning document that had been developed in conjunction with the environmental review process for the Mountain View Corridor project.

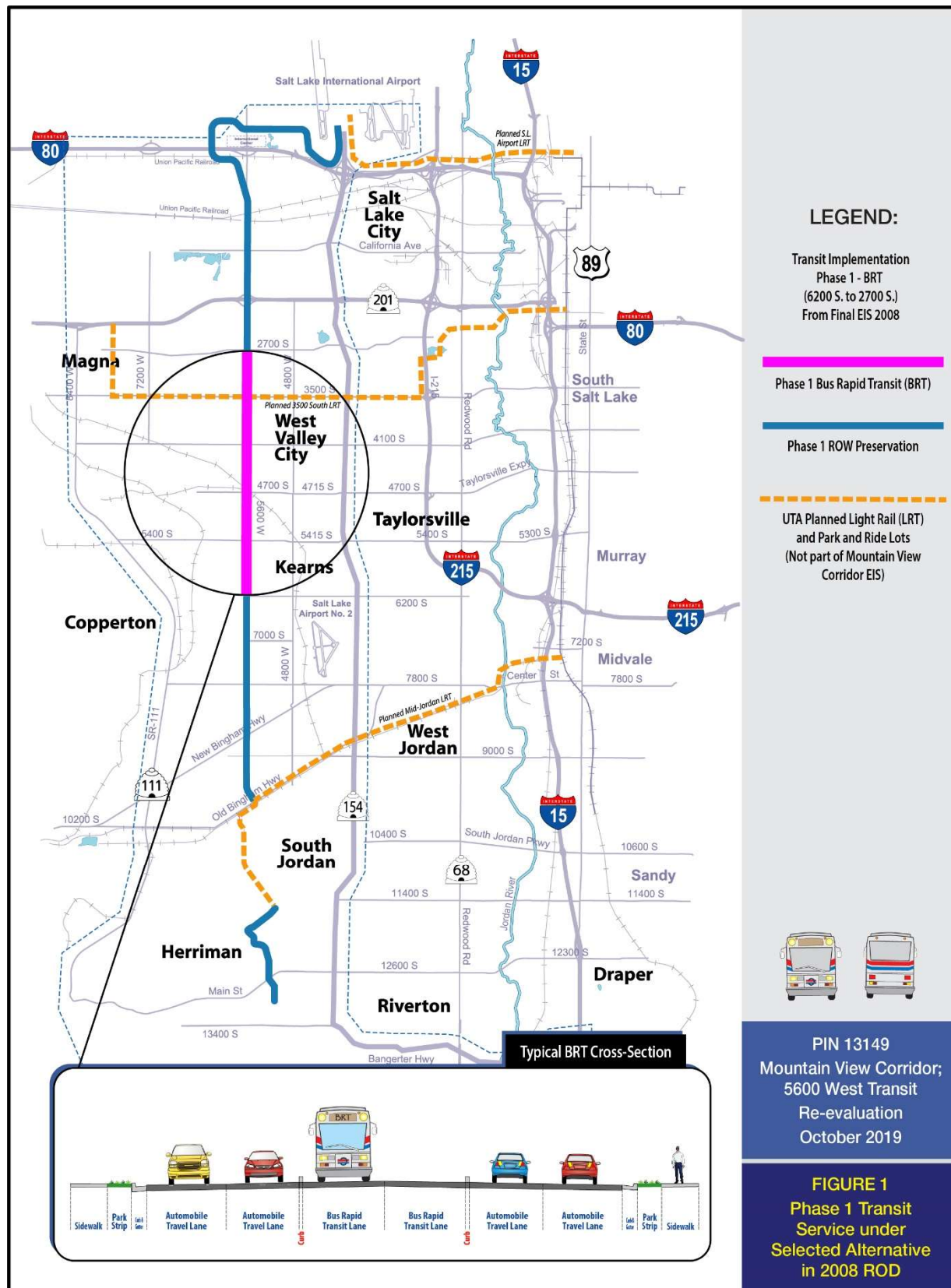
After the 2008 ROD was issued, UDOT worked cooperatively with the Utah Transit Authority (UTA) to explore implementing a bus rapid transit (BRT) system on 5600 West as envisioned in the 5600 West Transit Alternative with Dedicated Right-of-Way Option. Ultimately, UTA made the decision not to proceed with BRT service on 5600 West, due to the funding constraints as well as local governments' decision not to adopt transit-oriented land use along 5600 West. When it became clear that Phase 1 transit as defined in the 2008 ROD would not be implemented, UDOT initiated a process to consider changing the Phase 1 transit to reflect current land use conditions and travel demand and UTA's funding constraints and priorities. That effort culminated in the 2019 EIS Re-Evaluation, which evaluated the Refined Selected Alternative with a modified Phase 1 transit component.



The decision to approve the Refined Selected Alternative for the MVC Project is based on UDOT's review of the entire record including the 2008 MVC Final EIS and the 2019 EIS Re-evaluation as well as technical reports, correspondence, and other information developed as part of the environmental review process for the project.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by the Federal Highway Administration (FHWA) and UDOT. This Revised ROD is being processed in accordance with this agreement, and UDOT is the agency responsible for approving the Revised ROD. Under the assignment MOU, UDOT is responsible for conducting any additional environmental review that is required for projects that were approved by FHWA prior to execution of the assignment MOU.

Figure 1. Phase 1 Transit Service under Selected Alternative in 2008 ROD





The Selected Alternative and Section 2.3, Project Implementation, identified in the 2008 ROD have been modified as follows.

Refined Selected Alternative for Phase 1 Transit Implementation

To better meet public transit needs in the project study area, while allowing UDOT to proceed to Phase 2 construction of the roadway component of the 2008 Selected Alternative (the 5800 West Freeway Alternative), the Refined Selected Alternative modifies Phase 1 of the transit component of the 2008 Selected Alternative (5600 West Transit Alternative with Dedicated Right-of-Way Option). Instead of BRT service, the Phase 1 transit service would include Express Bus transit service over a longer (29-mile) corridor as follows:

- Construction of Express Bus transit service from the Old Bingham Highway TRAX station following 5600 West to downtown Salt Lake City including service to the Salt Lake City International Airport (see Figure 2).
- The service would include queue-jumping, shoulder operation, or other options to improve the efficiency of the bus service (see Figure 3).
- The service would include enhanced stops with associated park-and-ride lots on 5600 West. Enhanced stops along 5600 West would include shelters, benches, lighting, and reader boards for bus arrival times.
- UDOT would acquire the necessary right-of-way for the service as required for Phase 1 transit to be in revenue operation.
- UDOT would implement a public involvement program at the start of the service to promote and educate the public on its use.
- Funding for the service would come from UDOT, the Utah Transit Authority (UTA), and other available sources.

Figure 2 provides an overview of the 5600 West Express Bus service for the Refined Selected Alternative.



Figure 2. Phase 1 Transit Service under the Refined Selected Alternative in the 2019 EIS Re-evaluation

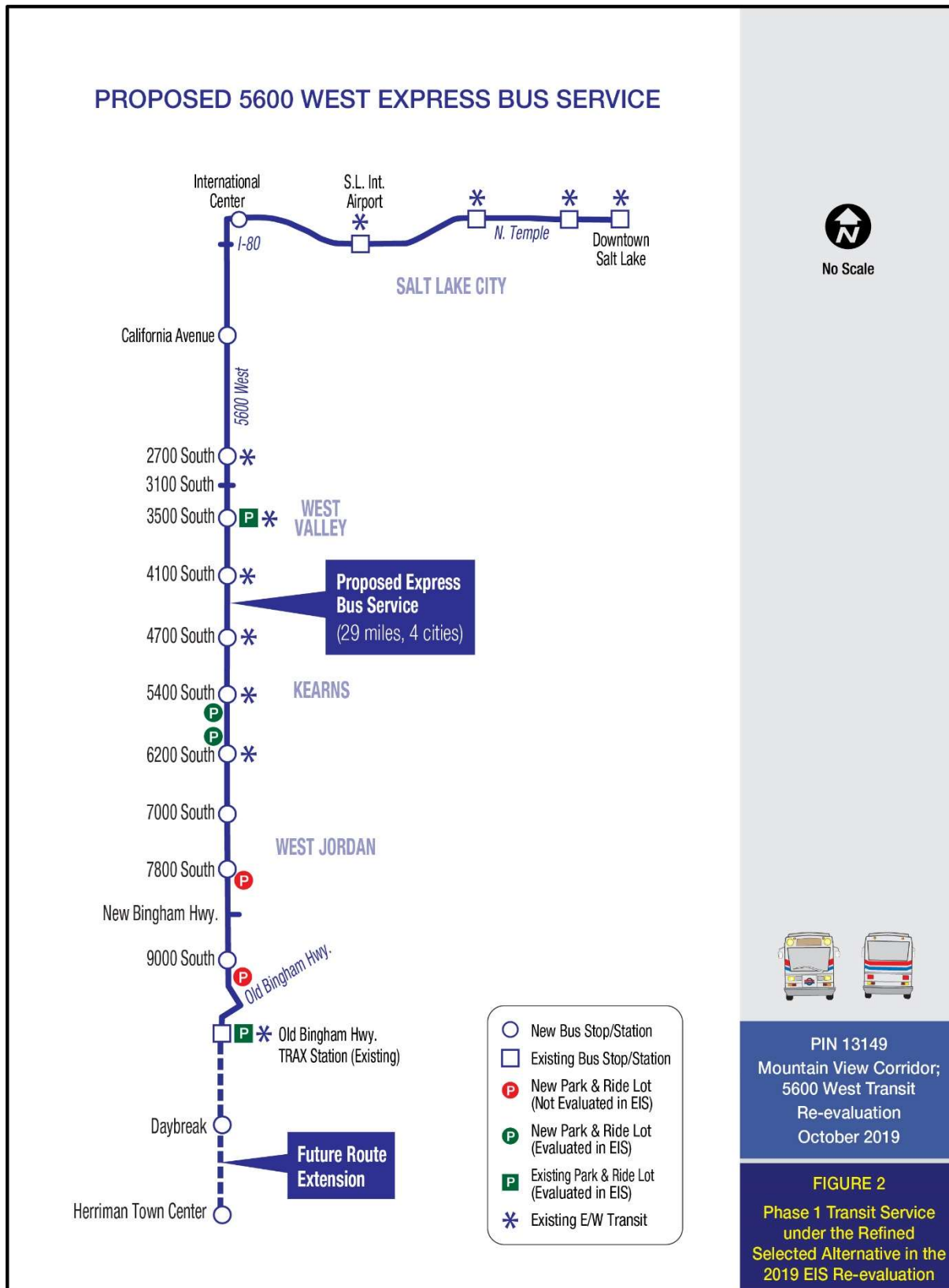
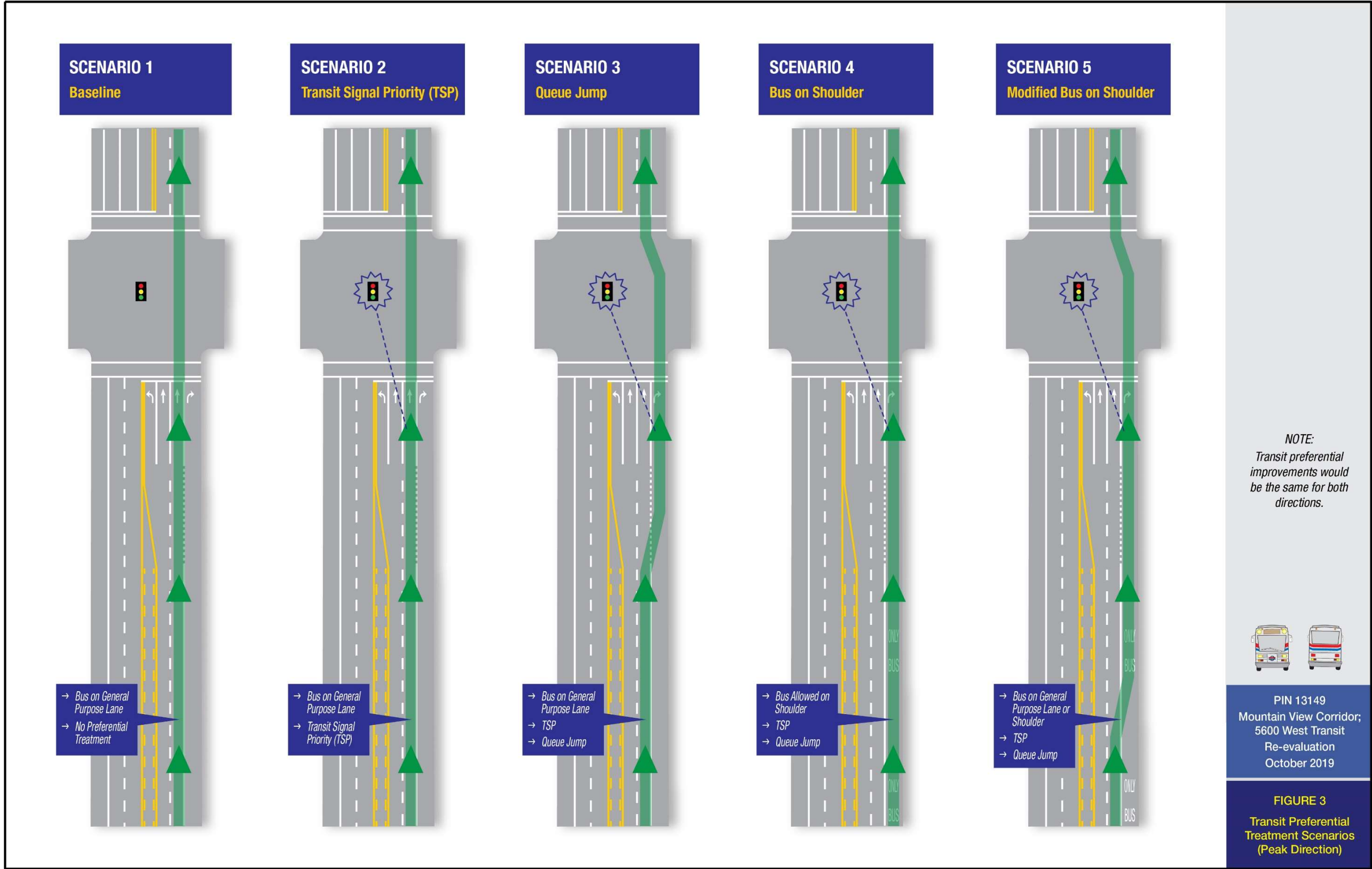


Figure 3. Transit Preferential Treatment Scenarios as Part of Phase 1 Transit Service with the Refined Selected Alternative in the 2019 EIS Re-evaluation



2.0 Refined Selected Alternative Background and EIS Re-evaluation Process

The Refined Selected Alternative includes changes to the Selected Alternative's transit components, namely implementing Express Bus service instead of BRT in Phase 1.

The 2008 ROD was conditioned upon UDOT's compliance with the phased approach to implementing the roadway and transit components of the project as described in Chapter 36, Project Implementation (Phasing), of the Final EIS. The ROD authorized UDOT to proceed with construction of Phase 1 of the roadway immediately, along with right-of-way acquisition for all three phases of the roadway, but conditioned Phase 2 (except in a few limited areas) on implementation of the Phase 1 transit service.¹ The ROD did not authorize construction of Phase 3 of the roadway. The ROD stated that, before Phase 3 could be constructed, an additional ROD and potentially additional National Environmental Policy Act (NEPA) review would be required.

The 2008 ROD's Selected Alternative proposed that transit would be constructed in three phases. As described in the Final EIS and the 2008 ROD, the transit system would have started as BRT in Phase 1 and would have been converted to rail transit in Phase 3. Figure 1 shows the proposed 5-mile transit alignment on 5600 West for Phase 1. Figure 1 also shows the entire Phase 3 transit build-out that was analyzed in the Final EIS (shown as Phase 1 right-of-way preservation).

Table 1 describes the transit elements of the 2008 ROD's Selected Alternative and compares them with the Refined Selected Alternative's Phase 1 transit elements that were evaluated in the EIS Re-evaluation.

¹ See 2008 ROD, p. 19 ("UDOT will not initiate construction of Phase 2 of the roadway until after Phase 1 of transit is in revenue operation, except as follows: UDOT may initiate construction of interchanges on the roadway south of 10200 South if either of the following conditions is met: (1) Phase 1 of transit is in revenue operation, or (2) Phase 1 of the roadway has been completed from 10200 South to the Utah County border and the Mid-Jordan TRAX line is in revenue operation.").

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Table 1. Summary of Transit Phase 1 Changes in Implementation in the EIS Re-evaluation

	Phased Transit Implementation for the 2008 ROD's Selected Alternative	Phased Transit Implementation for the Refined Selected Alternative
Phase 1	Transit Implementation <ul style="list-style-type: none"> • UTA will take all actions necessary to (1) complete Phase 1 of the 5600 West Transit Alternative with Dedicated Right-of-Way Option and begin revenue operation by December 31, 2015, and (2) complete Phase 2 of that alternative and begin revenue operation of that phase by December 31, 2025. • UTA will construct BRT in a fixed guideway (Type 3 BRT) along 5600 West from 2700 South to 6200 South. As part of Phase 1 activities, UTA also will acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to I-80 and along I-80 from 5600 West to the Salt Lake City International Airport. 	Transit Implementation <ul style="list-style-type: none"> • Phase 1 transit will include Express Bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City.

The transit improvements associated with the 2008 ROD's Selected Alternative included constructing a fixed-guideway transit facility (initially, BRT, and subsequently, LRT) on the existing 5600 West arterial road in Salt Lake County from Herriman to the location where the alignment left 5600 West at the existing railroad crossing north of 700 South and crossed under I-80 at the existing railroad crossing. After crossing under I-80, the alignment turned east along Amelia Earhart Drive. The fixed guideway consisted of an area in the center of the roadway dedicated solely for the use of transit vehicles, with street traffic using general-purpose lanes on the outside of the roadway. Transit stations would have been located in the roadway median. The transit improvements included in the 2008 ROD's Selected Alternative were under the authority of UTA and did not require FHWA's approval.

UDOT started construction of the MVC roadway component of the 2008 ROD's Selected Alternative in 2010 and is in the process of completing Phase 1 of the roadway project. However, UTA has not implemented the Phase 1 transit improvements of the 2008 ROD's Selected Alternative because (1) the funding is not available and (2) the local municipalities have not implemented the transit-supportive land use that would be consistent with the MVC Growth Choices process approved by the Cities.

Under the 2008 ROD, for UDOT to move into Phase 2 of the roadway component north of 10200 South, Phase 1 of the transit component was required to be in revenue operation (anticipated by 2015 in the ROD).² Because Phase 1 transit (BRT service on 5600 West) is not in revenue operation and there is no realistic expectation that UTA will implement BRT service on 5600 West in the foreseeable future, UDOT and UTA developed a Refined

² See 2008 ROD, p. 19 ("UDOT will not initiate construction of Phase 2 of the roadway until after Phase 1 of transit is in revenue operation, except as follows: UDOT may initiate construction of interchanges on the roadway south of 10200 South if either of the following conditions is met: (1) Phase 1 of transit is in revenue operation, or (2) Phase 1 of the roadway has been completed from 10200 South to the Utah County border and the Mid-Jordan TRAX line is in revenue operation.").

▼ ▼

Selected Alternative for Phase 1 transit implementation that addresses the MVC's purpose and provides improved transit mobility compared to Phase 1 of the 2008 ROD's Selected Alternative (see Table 1 above).

Phase 2 and 3 transit and project implementation will be addressed after the Phase 1 elements are fully implemented; they were not part of the EIS Re-evaluation.

Review of and Public Comments on the EIS Re-evaluation

The Refined Selected Alternative's changes to the Phase 1 transit elements of the 2008 ROD's Selected Alternative were developed in consultation with UTA, affected Cities, and other stakeholders.

A 30-day public review and comment period on the EIS Re-evaluation for the Refined Selected Alternative's proposed changes to the Phase 1 transit elements of the 2008 ROD's Selected Alternative was provided from April 17 to May 16, 2019. This public review included placing the EIS Re-evaluation document on the project website for comment and review, issuing a notice in local newspapers regarding the EIS Re-evaluation, and notifying parties who previously expressed an interest in the MVC Project.

During the 30-day public review and comment period, UDOT received 26 comments. The comments included support for the changes to Phase 1 transit, opposition to transit projects, requests for additional stops on the Phase 1 transit's Express Bus, requests for additional transit improvements or other transit projects, and questions about the Phase 1 transit's Express Bus.

Approval of the EIS Re-evaluation

The EIS Re-evaluation was signed by UDOT on August 26, 2019. The EIS Re-evaluation document and the comments received during the public comment period are available on the project website at <http://www.udot.utah.gov/mountainview>.

3.0 Statute of Limitations

On behalf of UDOT, FHWA will publish a notice in the Federal Register, pursuant to 23 United States Code Section 139(1), stating that one or more federal agencies have taken final action on permits, licenses, or approvals for this transportation project. After the notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the publication date of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal action is allowed.

4.0 Conclusion

UDOT has determined that the Refined Selected Alternative best meets the transportation needs for the traveling public while effectively considering environmental, safety, and socioeconomic factors. This decision is based on the MVC EIS Re-evaluation approved on August 26, 2019, and the entire MVC Project record. In addition, for the reasons stated in the EIS Re-evaluation, UDOT has determined that the changes approved in the Revised ROD do not require preparation of a supplemental EIS.

In reaching our decision, UDOT has considered all of the issues raised in the record including the information contained in the Draft and Final EISs and the EIS Re-evaluation. Based on the analysis and evaluation and after careful consideration of the input from the public involvement process, UDOT approves the selection of the Refined Selected Alternative.

Date:

01/15/2020

Original signed by:



TeriAnne Newell, Deputy Director
Utah Department of Transportation